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CITY

QUOTE OF THE DAY

I told the doctor I broke my leg in two places. He told me to quit going to those places.
HENNY YOUNGMAN

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LOTTERIES

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HISTORY THROUGH OUR EYES

Aug. 9, 1977: The scene at the Orange Julep

"At Gibeau's Julep, the 1950s never really left. It's a scene that has outlasted LSD, the Vietnam war and thus far pollution," Juan Rodriguez reported, in an Aug. 9, 1977 feature on the Décarie Blvd. landmark.

The "cruising scene" drew an array of teenagers and young adults who came to hang out in the parking lot, admire classic and hot cars with booming radios, and flirt with each other. One suspects that the famous orange drink, hotdogs and fries were secondary attractions.

"It is the ultimate hang out, the local epitome of the modern American pastime of the automotive pick-up, the great asphalt drama," Rodriguez wrote.

"The Julep, which can be seen miles away, is the crowning jewel of the Décarie strip which – with its quick food stands, plastic fluorescent signs, car lots, gas stations, motels, high-priced restaurants and factory warehouses – is the closest Montreal comes to the gaudy tackiness of the paragon of roadside scenes, Los Angeles."

This photo by Len Sidaway, which ran with the article, shows a '55 Chevy, and, in the background, "the huge round orange structure that is Montreal's monument to American pop culture: take-out food, T-shirts and jeans, cars, and the hit parade." Indeed, sound systems were important. One Mustang driver said he had just shelled out $150 for an 8-track, which he said delivered better sound than the vinyl he listened to at home.

The Orange Julep is still going strong. And on summer nights, particularly Wednesdays, owners of classic cars and motorbikes still gather there.

Suit alleges fire, explosion damaged highway

CRASH FROM A1

Another truck driver tried to rescue him, but Prince remained trapped inside his cab as the fire spread.

The CNESST concluded Bombardier's failure to follow up on its truck's previous problems earlier that year was one of four factors that contributed to the accident.

Prince, it ruled, was also travelling too close to the flatbed truck to avoid the collision. The trucks were all going 70 km/h.

After the crash, the board ordered the refuelling truck off the road because it wasn't equipped with a warning light and an override switch that notifies the driver the emergency brakes are about to activate.

In the lawsuit, the government claims Bombardier Inc. was negligent by using a truck it knew shouldn't be driven in urban areas with dense circulation.

"It was predictable that this vehicle would unexpectedly come to a halt," the suit says, and that the driver wouldn't be able to overrule the emergency brakes, "thereby increasing the risk of collision."

Giveaco and EGGR, the suit claims, are at fault because their drivers didn't maintain an appropriate distance from the trucks in front of them.

"Given its cargo," the suit says of the EGGR tanker, "the explosion and the fire that followed the collision were as predictable as the collision itself."

The government is asking for a total of roughly $871,000 from the three companies.

The suit says the fire and explosion seriously damaged the highway, including its surface, guardrails and "other structures" that melted under the intense heat.

It's seeking damages for the money the transportation department spent repairing the highway, on labour, on signage while the highway was closed and the roughly $25,500 it paid the Montreal police force for "circulation control."

The biggest part of the damages claimed is for "traffic maintenance and refurbishment work" that cost $694,000.

Spokespersons for Bombardier Inc. and EGGR said the companies are aware of the lawsuit but cannot comment since the matter could be before the courts. Giveaco Inc. did not return the Montreal Gazette's request for comment on Thursday.

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Workers inspect the scene of a truck crash and fire on Highway 40 in 2016. A series of collisions involving trucks from three companies resulted in the death of 59-year-old truck driver Gilbert Prince. PHIL CARPENTER/FILES

Pilot project to use electric cargo bikes for deliveries

KATELYN THOMAS

On Sept. 1, Montreal's Ville-Marie borough will launch a pilot project designed to reduce the distance travelled by delivery trucks by replacing them with smaller, greener vehicles for part of their routes.

The former bus station located between St-Hubert and Berri Sts. facing de Maisonneuve Blvd. will be used as a drop-off area for delivery trucks to unload merchandise. Packages will then be picked up and delivered to their destinations by delivery people on electric cargo bikes.

The delivery site will have a kiosk located near de Maisonneuve Blvd. that will serve as a rest stop for delivery people, and Bixi bikes and car-share vehicles will be placed near the site in an effort to encourage green modes of transport.

"Large-scale experimentation with green cargo modes, like cargo bikes, contributes to the quality of life of all downtown residents," said Robert Beaudry, city councillor for the St-Jacques district, in a statement on the city of Montreal's website. "The mobile experimentation centre will reduce nuisances caused by the presence of trucks."

This project is a collaboration between the city and Jalon MTL, an organization that specializes in electric transportation.

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